Active Transportation Program (ATP) funding

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Southern California Association of Governments



Regional Active Transportation Plan

- Triples funding for Active Transportation between now and 2035
- Increases bikeway miles from 4,300 to nearly 12,000 miles
- Increases commute mode share of bicycling and walking
- Strives for goal of 2/3 of all trips less than 3 miles by walking or bicycling
- Improves connections to transit
- Increases the number of sidewalks that are ADA Compliant

Active Transportation Program (ATP)

- New statewide program to promote walking and biking
- Created by Senate Bill 99 and Assembly Bill 101
- Consolidates funding from existing federal and state programs
- Program guidelines developed by California Transportation Commission (CTC), adoption expected March 20.

ATP Goals

- Increase trips made by biking and walking
- Increase active transportation safety and mobility
- Advance efforts by regional agencies to achieve greenhouse gas reductions (pursuant to SB 375)
- Enhance public health, including by reducing childhood obesity
- Ensure benefits for disadvantaged communities
- Fund a broad spectrum of projects

What can you fund?

- Infrastructure Projects
 - Planning, design and construction
- Non-Infrastructure Projects
 - Education, encouragement, enforcement
 - Pilot and start-up projects only
- Infrastructure + non-infrastructure
- Active Transportation Plans
 - Disadvantaged communities only
 - Plans required for future funding cycles



Funding Breakdown

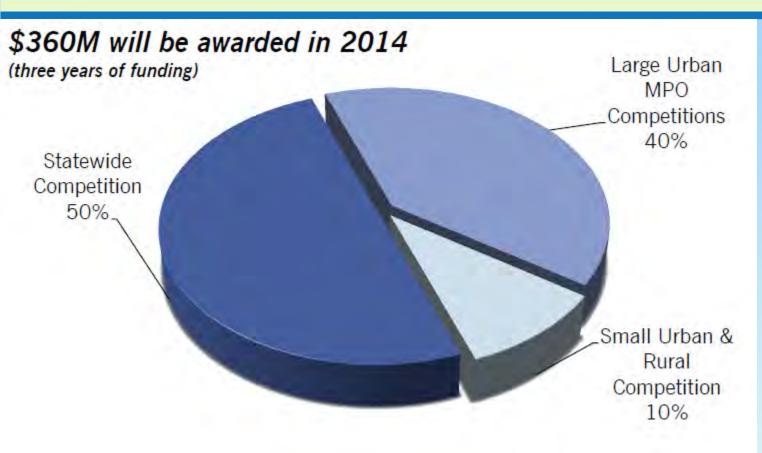
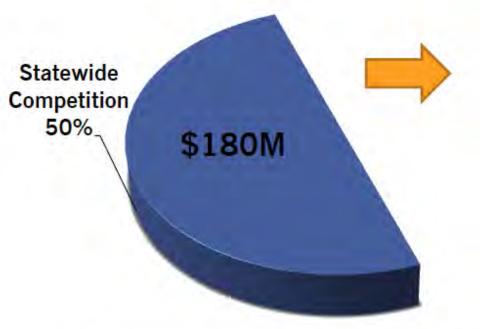


Image provided by Safe Routes to School National Partnership

*Assumes same level of commitment to Transportation Alternatives program in Map-21 Reauthorization

Statewide Competition



- \$72M min for SRTS projects of which \$21M min for noninfrastructure programs
- 25% min for disadvantaged communities
- 5% max for planning in disadvantaged communities

*All communities eligible to apply in Statewide Competition

Image provided by Safe Routes to School National Partnership

Regional Competitions



Image provided by Safe Routes to School National Partnership

*Communities in urban regions with populations greater than 200,000 eligible for Large MPO Competitions

SCAG Regional Competition = \sim \$76 M

*Assumes same level of commitment to Transportation Alternatives program in Map-21 Reauthorization

Combined (State + Regional) Call for Projects

- Caltrans call for projects open: March 21-May 21
- Projects not selected in statewide competition will be considered in regional competition
- One application for both competitions

Image provided by Alan Thompson

Eligible Applicants

- Local, Regional, or State Agencies
- Transit agencies
- Public schools for School districts
- Tribal Governments: federally-recognized Native American Tribes
- Private nonprofit tax-exempt organizations may apply for Recreational Trail Projects

Scoring Criteria

0 to 30 points	F
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Potential for increased walking and bicycling, especially among students.

0 to 25 points

Potential for reducing fatalities, injuries, and potential safety hazards for pedestrians and bicyclists.

0 to 15 points

Public Participation and Planning, i.e. noticed meetings and consultation with local stakeholders to identify the proposed project.

0 to 10 points

Cost effectiveness, i.e. maximizing the safety and mobility benefit relative to the total project cost.

0 to 10 points

Improve public health by focusing on populations with high risk factors for health issues

0 to 10 points

Benefit to disadvantaged communities.

-5 to 0 points

Points deducted if the Conservation Corps* is not consulted to partner on the project construction

-10 to 0 points

Points deducted if the applicant has poor performance on past Caltrans grants

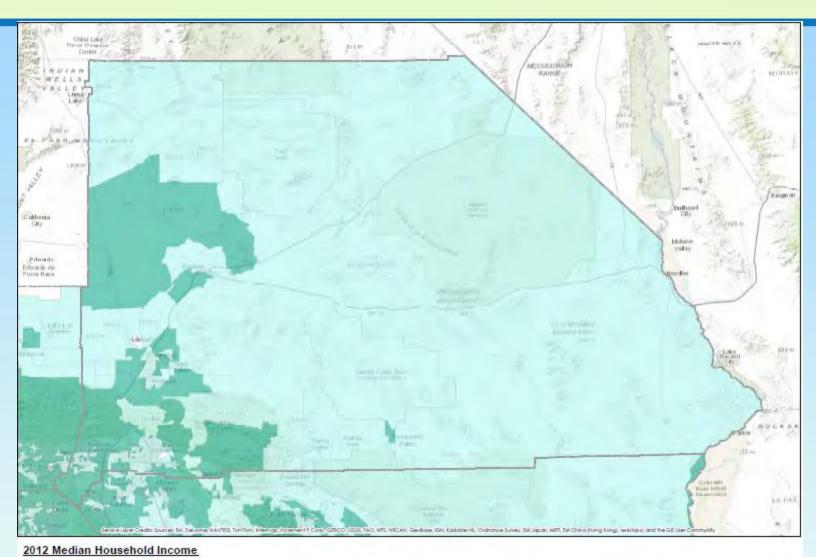
How is "Disadvantaged Community" defined?

- The community's median household income is less than 80% of the statewide median based on latest census data: <u>1.usa.gov/1d11ehm</u>
- An area identified in the top 10% of scores based on the CalEnviroScreen tool: <u>bit.ly/1jKKwZA</u>
- At least 75% of public school students in the project area are eligible for free or reduced price meals*: <u>bit.ly/1e1XpNA</u>.

*Applicants using this measure must indicate how the project benefits the school students in the project area.

If a disadvantaged community does not meet the criteria above due to a lack of data, the applicant can submit a neighborhood-level survey for consideration.

Disadvantaged Communities: Median Income Metric



> 80% Median Household Income

< 80% Median Household Income

Additional Considerations for SCAG Regional Competition

- Per SB 99, SCAG must:
 - Consult with the county transportation commission, the Commission, and Caltrans on project selection criteria
 - Consider geographic equity
 - Prioritize projects that are consistent with plans adopted by local and regional governments
 - Obtain concurrence from the county transportation commissions
- SCAG Regional Council to adopt approach in April 3, based on recommendation of County Transportation Commission CEOs.

Key Dates

- March 20—CTC adopts Active Transportation Program Guidelines
- April 3 —SCAG Regional Council approves regional approach. County transportation commission actions to follow.
- March 21-May 21—Combined Call for Projects
- August 20 —CTC adopts statewide portions of the program
- September 4—SCAG Regional Council approves regional program recommendation
- November—CTC adopts regional program projects

More Information

SCAG Region

- SCAG Toolbox Tuesday: ATP—Preparing Successful Proposals and Effective Projects. March 4, 9:00-1:00 (SCAG Main Office, Regional Offices—Video-conference)
- www.scag.ca.gov/programs/Pages/ActiveTransportation.aspx (Funding Tab)

CTC

- www.catc.ca.gov/programs/ATP.htm
- ATP *Draft* Guidelines
- ATP Draft Application
- SB 99

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